

THE COMMONWEALTH OF MASSACHUSETTS

ANNUAL REPORT

OF THE

MASSACHUSETTS AERONAUTICS COMMISSION

FOR

YEAR ENDING DECEMBER 31, 1967

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MASSACHUSETTS AERONAUTICS COMMISSION

ANNUAL REPORT - 1967

With our annual report for 1966 we included our plans for 1967. It is interesting to see how they worked out.

We spoke of a new public airport for the town of Marshfield. This is now in being, and we expect to pave a runway there in 1968.

We said we would have to decide what to do, if anything, about improving airports on the Cape and Islands to accommodate airline turbo jets. Our first impression of the problem, gained mainly from a study by outside consultants, was that it would require at least \$2½ million for improvements at Hyannis, and that the benefits didn't justify the cost. However, after the application of a little imagination and horse sense, we worked out a Hyannis solution at a fraction of this price, which, together with a reasonably priced runway extension at Nantucket would take care of the problem. The necessary improvements are under way and Northeast Airlines has promised to provide DC-9 service as soon as the improvements are available.

We said we expected to supplement our navaid program with solid state marker beacons and low cost runway localizers. We now have experimental localizers, first service tested in Massachusetts, at Norwood and Martha's Vineyard, the installed cost of which will be close to \$10,000 each. These devices have been under test for several months, and will be given final approval inspections by the FAA some time soon. We installed our first solid state marker beacon to serve the Great Barrington airport, and have several more in the mill.

We proposed to bring the laws covering aerial approaches to the Boston and Bedford airports up to date. After much legislative maneuvering, Chapter 709 of the Acts of 1967, establishing airport zones for the Bedford airport, was enacted on October 30th. We were not equally successful with Boston, but will continue with this project in the coming year.

Our navaid and airport improvement program continued just about according to schedule, with several runway and apron extensions completed, and three new radio beacons and one approach light system installed. We also arranged for the operation of an experimental downtown Boston heliport at a Massachusetts Turnpike extension exchange in the Prudential area.

Scheduled air passenger numbers were up 9% at Boston, and 16% at seven other Massachusetts airports. Helicopter passengers in and out of the Boston-Logan airport were about the same as last year.

Representing the Commonwealth in the Trans Pacific Route Case, we argued before the Civil Aeronautics Board in favor of direct service between Boston and the Orient via a Polar route.

We had an unusually large number of fatal aircraft accidents which were caused by the pilots' poor judgment or poor proficiency. We stepped up our program of flight instructors refresher courses, including one on instrument instruction, as one of our efforts to reduce accidents.

We began and ended the year with ten employees. ✓

Here are some of the details, and some of our other activities --

AIRPORTS AND NAVAIDS

We issued certificates of approval for commercial operation of 58 landing areas -- 22 were municipal airports, 30 privately owned airports, and 6 privately owned seaplane bases. In addition we registered 67 private use landing fields, 21 private use heliports, and 15 private use seaplane bases. ✓

We authorized 10 additional helistops for use by Air General, Inc., which brings their total to 47.

A runway extension at Lawrence, and taxiway lights at Nantucket, started the year before, were completed.

The following new airport projects, to cost a total of \$976,733, financed 40% by the Commonwealth and 50% by the federal government, were started and all except Nantucket, Norwood, Pittsfield and Lawrence are now in use --

<u>Beverly:</u>	Pave airplane parking aprons.
<u>Lawrence:</u>	Construct taxiway.
<u>Mansfield:</u>	Extend runway.
<u>Marshfield:</u>	Acquire airport.
<u>Nantucket:</u>	Extend runway.
<u>New Bedford:</u>	Overlay taxiways.
<u>Norwood:</u>	Construct airplane parking apron.
<u>Pittsfield:</u>	Construct taxiway.
<u>Worcester:</u>	Enlarge apron.

In addition we paid half the cost of lighting the runway at the Turners Falls airport.

The following projects, for an estimated total cost of \$1,471,730, were engineered and programmed to start during the fiscal year beginning July 1, 1967, with 40% state, 50% federal and 10% local money --

<u>Hyannis:</u>	Resurface runway and construct taxiway.
<u>Marshfield:</u>	Construct and light paved runway, taxiway and parking apron.
<u>Pittsfield:</u>	Extend runway and relocate approach lights.
<u>Plymouth:</u>	Extend runway and taxiway.
<u>Worcester:</u>	Remove obstructions to new instrument runway.

Airports and Nav aids [continued]

Under our navaid program, we installed approach lights to runway 35 at Norwood, under a 50% state, 50% federal project. At state expense we installed radio beacons at Plymouth and Taunton, and a marker beacon at Great Barrington.

SAFETYRegistrations:

At the end of 1967, the half way point of our second registration period, we had registered 3854 pilots and 1550 aircraft. This compares with 2922 pilots and 1350 aircraft in the last corresponding period.

Inspections:

442 inspections of various types were made at airports, heliports and seaplane bases. This is 47 more than last year.

Managers:

71 persons were licensed as airport managers in 1967, an increase of 6 over the past year.

Accidents:

The number of reported and investigated accidents has remained approximately the same as last year. This year there were 85 compared with 86 in 1966. The number of fatal accidents totalled 7 with 13 fatalities. Other accidents, involving personal injury, totalled 11. 62% occurred during landing or takeoff, and from all available evidence, 75% involved pilot error.

Financial Responsibility:

Only 1 case required action, showing that the law is doing a good job.

Disciplinary Action:

641 complaints were received and investigated and as a result, disciplinary action was necessary. 6 persons were taken to court, 544 received warning letters, 3 were referred to the Federal Aviation Administration. Last year only 507 complaints were received. Of the total 1967 figure, 139 were due to noise involving airline operation. Last year there were 81, so of the increase of 134 complaints, only 58 can be attributed to air carrier; whereas the majority of the remainder was due to warnings given to delinquent registrants.

Lectures:

Operations personnel continued to give lectures on aeronautical laws and regulations, accident and violation investigation and courtroom procedure to local and state police trainees at the State Police Academy in Framingham. Safety lectures were also given to various pilot groups.

Safety, [continued]Instructor Seminars:

During 1967 the Commission conducted two seminars. In April a flight instructors refresher course was held at the Worcester airport. 44 Massachusetts instructors attended. In October an instrument flight instructors refresher course was held at Bedford airport, with 60 instructors attending. Lectures were given by specialists from the FAA Academy in Oklahoma City, local FAA inspectors, and Weather Bureau personnel.

To date, 150 flight instructors have successfully completed the courses, which are designed to update and standardize the type of flight instruction given and to allow licensed flight instructors to renew their certificates.

Waivers:

Several aerial activities require waivers and permits. We issued a total of 138. 110 of these were for sport parachute jumping. The others were for agricultural aerial spraying and dusting, pipe line patrol, air meets, wildlife and forest fire patrols, banner towing and scientific research.

PROMOTIONState Plane and Helicopter:

Pilots of the Commission flew the Twin Comanche a total of 197 hours on inspections, investigations, court and enforcement trips, engineering surveys, photo and administrative flights. 55 hours of this was for other state departments. The helicopter was flown 181 hours, 150 hours being for other state departments.

During the year, new engines were installed in the Twin Comanche.

Aviation Education:

A departmental aviation newsletter was published for distribution to individuals and organizations concerned with the aviation industry. The average circulation is 300. Various civic, college and aviation groups viewed our aviation films. We continued giving lectures on aviation and the activities of the Commission.

Promotion [continued]Sport Parachuting Jumps:

In 1967 a total of 15,580 parachute jumps were made into the 4 jump centers approved and licensed by us. They are at Orange, Turners Falls, Taunton, and Norfolk. The total does not include exhibition jumps into non-licensed areas that have been individually approved by us.

Airport Directory:

We continued to distribute "Massachusetts Airports", which has been updated, to those interested in airport listings, services offered, and recreational activities near airports.

Federal-State Cooperation:

The Commission's personnel continued to work at the development and promotion of aviation and aviation safety by meeting with various federal groups to exchange accident and enforcement information data, to discuss better airways and control systems and to suggest airport improvements and changes in federal regulations.

Extra Territorial Activities:

As usual, members of the Commission and the director took part in many regional and national, and some international aeronautical activities, all of which have a direct bearing on the future of aviation in Massachusetts. Commission chairman Arthur Fiorini attended the annual conference of the National Association of State Aviation Officials in Oklahoma City; Commission member Jim Nields continued as president of the National Aeronautic Association, treasurer and director of the National Pilots Association, and president of the General Aviation Committee of the Federation Aeronautique Internationale. In the latter capacity he attended numerous meetings in Paris and the General Conference of the FAI in Athens; director Crocker Snow carried on as chairman of the New England Conference of State Aviation Officials, and the New England Council's Air Transportation Committee, and as a director of the National Pilots Association. During the year he presented papers at the Radio Technical Commission for Aeronautics' annual meeting; at the annual Reading National Maintenance & Operations meeting; at an aviation seminar of the National Fire Protection Association; and conducted a panel on airspace and airport congestion at the annual meeting of the National Business Aircraft Association. He also

Promotion [continued]

assisted chairman Fiorini at the NASAO's annual convention and member Nields at one of the Paris meetings of the FAI, in addition to taking part in numerous technical meetings with all levels of the FAA and other government and national agencies.

LOCAL SERVICE AIRLINE PASSENGERS

	<u>12 Months Ending 12/31/67</u>	<u>12 Months Ending 12/31/66</u>	<u>% Change</u>
Boston MOH	177272	168271	+ 5
Boston AL	132034	141255	- 7
Boston P-B	12796	11537	+11
Boston EX	35792	13878	+63
Hyannis NEA *	30131	22263	+35
Hyannis C&I	10926	12943	-16
M. Vineyard NEA *	16681	13519	+23
M. Vineyard C&I	139	292	-52
M. Vineyard EX	6820	4198	+62
Nantucket NEA *	31403	28135	+12
Nantucket C&I	11426	13479	-15
Nantucket EX	8698	5318	+64
New Bedford NEA *	38816	29893	+30
Provincetown P-B	12892	11537	+12
Worcester NEA *	52140	47584	+ 7
Worcester MOH	3988	3902	+ 2
Pittsfield YA *	8870	9688	- 8

* 12 months ending 11/67

CONTROL TOWER AIR TRAFFIC COUNT

	<u>12 Months Ending 12/31/67</u>	<u>12 Months Ending 12/31/66</u>	<u>% Change</u>
Boston-Logan	278931	251704	+11
Boston-Bedford	273711	293598	- 7
Hyannis	39924	40295	- 1
Nantucket	30551	33161	- 8
New Bedford	62369	53954	+16
Westfield	105414	61986	+70
Worcester	74209	70759	+ 5

INSTRUMENT APPROACHES *

<u>State Radio Aids:</u>	<u>12 Months Ending 12/31/67</u>	<u>12 Months Ending 12/31/66</u>
Beverly	600	130
Fall River	114	[No figures available]
Fitchburg	196	9 **
Great Barrington	182 **	0
Lawrence	530	85
Norwood	794	134
Orange	49	8 **
Palmer	60 **	0
Pittsfield	447	162
Provincetown	103	7 **

* All instrument approaches were counted in 1967; in 1966, only those when the weather was below instrument minimums at the reporting FAA facility were counted.

** Activated during year.

<u>Federal Radio Aids:</u>	<u>12 Months Ending 12/31/67</u>	<u>12 Months Ending 12/31/66</u>
Bedford	5746	1297
Boston	94706	12966
Hyannis	2165	430
Martha's Vineyard	1933	385
Nantucket	2657	679
New Bedford	1752	507
Westfield	995	220
Worcester	2897	838

OUR PLANS FOR 1968

Our primary emphasis in the coming year will be to improve our airports and their associated air navigation aids so as most efficiently and reliably to accommodate the newer types of airline and general aviation airplanes.

Among other things, we plan to complete the improvements needed for turbo jet service to Hyannis and Nantucket, to lengthen runways at Pittsfield and North Adams so that these airports can handle higher performance airplanes, and to equip additional airports with approach lights and other bad weather landing aids.

We plan to follow through on Governor Volpe's request to the Navy for joint use of the South Weymouth Naval Air Station so as to provide additional facilities in the Boston metropolitan area, especially for the cities of Quincy and Brockton.

Our Plans for 1968 [continued]

We hope to promote the establishment of one or more permanent downtown Boston VSTOL landing areas to serve future intercity, and possibly commuter, travel, and to establish emergency heliports adjacent to some of Boston's hospital and medical centers.

We hope also to develop, in cooperation with the Department of Public Works, a comprehensive system of graphic airport highway directional signs.

Respectfully submitted,

Arthur R. Fiorini, Chairman
Catherine Hiller
Edward W. Malley, Jr.
James F. Nields
Malcolm Woronoff

Crocker Snow, Director of Aeronautics